

# M'MILLAN RETURNS FROM ARCTIC TRIP; FINDS MAP WRONG

Reaches Nova Scotia After Record Penetration of Baffin Bay.

## COLLECTS NEW DATA

Figures of Explorer Fox in Polar Dash Must Be Scrapped.

## ALL IN PARTY ARE WELL

Encountered Huge Ice Floes but Got Plenty of Fresh Meat.

Special Dispatch to THE NEW YORK HERALD. STONEY, N. S., Sept. 6.—Donald McMillan, Arctic explorer, and his crew of seven arrived in Sydney this morning from the far north on their schooner Bowdoin, on which they sailed a year ago on a trip of exploration. They dropped anchor at 7 o'clock directly off the Yacht Club.

Dr. McMillan came ashore and said his trip to Baffin Land had been most successful. One purpose of the trip north was to penetrate the waters of Fury and Hecla Straits, where the ships of Capt. Parry and Lyons, seekers of the Northwest passage, were blocked a century ago. In this he was not successful. Like his predecessors in the venture, he could not force a passage through the frozen ice fields.

In other ways the long voyage to the north was compensated for. He obtained much scientific data which will form a valuable addition to the records of what polar explorers already have discovered in trips to the Arctic Circle.

The party had the experience of penetrating further into the icebound recesses of Baffin Bay than any other white man hitherto had gone.

When the Bowdoin arrived in port she was boarded by a member of THE NEW YORK HERALD staff, who conveyed to Dr. McMillan a letter of welcome from President Brigidman, head of the Bowdoin Association in the United States.

## Charts Are In Error.

"One particular bit of information I bring back from the north," said Dr. McMillan, "is the news that the salient points in and about the western coast of Baffin's Land are astronomically incorrect."

"Northwest Fox, the first explorer to penetrate this barren and desolate region, an adventurer, bold and daring, but with little or no scientific attainments, made soundings and struck off charts which I found were, to say the least, misleading and will have to be thrown into the scrap heap as they are worthless to mariners treading these waters."

"Over three hundred years ago Fox made his dash to the north and his data have been accepted by scientists as fact. We followed closely on the trail he blazed and having come to the end of the road as marked by Fox kept on until we had reached a point at a considerable distance along the coast further than our predecessor, and found by observation that his observations had been more or less guesswork. In fact, Fox had not gone ashore at all for his data but had taken it from his ship, and that in the most haphazard manner. As a result the entire map of the coast line of Baffin Bay will have to be revised. Fox no doubt meant well enough, but his deductions in the circumstances could not be anything else but wrong."

On arrival in New York Dr. McMillan will submit his official report to the Carnegie Institute.

## Arctic Floes Heavy.

Unprecedentedly heavy ice was overcome by the Bowdoin, according to the crew. The Arctic floes were extremely heavy, with great bergs dotting the fields. Careful navigation was necessary to bring the ship to her destination without mishap.

The party had no difficulty in obtaining fresh meat with which to vary the contents of the well stocked larder, and which occupied quite a large place in the small craft. Arctic hares and other animals to be found north of Labrador were easily trapped and fell easy victims to rifles. To the fact that fresh meat formed a part of the daily menu is attributed in no small measure the good health of the expedition. Whether Dr. McMillan will make another attempt to go through the hitherto unpenetrated straits is a matter for consideration. His failure at Fury and Hecla is but a repetition of the experience of Capt. Parry, a British naval officer who made the attempt one hundred years ago. Dr. McMillan's attempt is the only one since that time and he made it with the smallest vessel that ever went into the Arctic.

Unlike the pioneers, the latest attempt was marked by none of the privation and sickness of the Parry expedition. Modern methods have conquered the dangers of the Arctic from that point and it is probable that with Dr. McMillan's experience the straits will unfold their secret before many years.

Theatrical and Hotel and Restaurant. Advertising will be found on Page 10.—Ado.

# DE VALERA AND CHILDERS BOTH REPORTED CAPTURED

Taken Prisoners Near Cork by Free State Troops, According to Advices From Trustworthy Sources—Childers Said to Be Wounded.

Special Cable to THE NEW YORK HERALD. Copyright, 1922, by THE NEW YORK HERALD. New York Herald Bureau, London, Sept. 6.

THE NEW YORK HERALD correspondent in Dublin telephoned late to-night that there was a report from Cork that Eamon de Valera had been captured by the Free State troops between Kenmare and Killarney and that Erskine Childers had been killed or wounded in action against the Government forces near the Cork and Kerry border. Military authorities would neither confirm nor deny the story, but it comes from a reliable source.

Cork, Sept. 6 (Associated Press).—It is reported here that Eamon de Valera and Erskine Childers both are prisoners in the hands of the Nationalists. The report has not been confirmed, nor has it been denied officially.

It is stated that Childers was captured in operations in the Kenmare-Killarney district, where he was seriously wounded.

Following the split in the Dail over the Free State treaty and the defeat of John Henry Sheehy, the public leader, the public leader issued a manifesto in which he said the fight for a republic

was not to be considered lightly.

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# DETECTIVE, SPURNED BY WOMAN, SHOTS HER, KILLS HIMSELF

Alfred Blass of City Force Begs Dorothy Brights to Run Away.

## MARRIED, SHE REFUSED

He Threatens, Then Pulls Gun, When Girl Persists in Attitude.

## BELIEVES SHE IS DEAD

Turns Weapon on Himself When Girl Falls With Two Bullets in Breast.

Alfred Blass, aged 39, an acting Detective Sergeant, shot Miss Dorothy Brights, aged 26, a model, last night in her apartment on the first floor of the Chateau, Broadway and 124th street, and then shot himself through the head. He died at midnight in Knickerbocker Hospital. Miss Brights, who has two bullet wounds in her right breast, said the detective shot her when she refused to accompany him to California.

The detective was attached to the East Thirty-third street station and had a good record. His infatuation for Miss Brights, who is described as a pretty blonde, is said by tenants of the apartment house and by the girl herself to have existed for more than a year.

Detective Blass, according to the best information the police could obtain, met Miss Brights a year ago, but six months ago he moved from his home in Brooklyn and took a room that she formerly had occupied on the sixth floor of the Chateau so he could be near her. Since that time he had seen her often, though there are stories at the apartment house that he had a good record. His infatuation for Miss Brights, who is described as a pretty blonde, is said by tenants of the apartment house and by the girl herself to have existed for more than a year.

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# 70,000 TON ELECTRIC LINERS ARE PLANNED; TO FLY THE U. S. FLAG

Lasker Announces Company With \$30,000,000 Capital Is Proposed.

## FOR ATLANTIC SERVICE

Ships Will Be 1,000 Feet Long and Largest in the World.

## CARRY 3,000 PASSENGERS

Majestic to Be Outstripped by 14,000 Tons—Prominent Financiers Interested.

Special Dispatch to THE NEW YORK HERALD. New York Herald Bureau, Washington, D. C., Sept. 6.

Chairman A. D. Lasker of the United States Shipping Board declared to-day that there is a movement to form an American steamship company with a capitalization of \$30,000,000, which will build two electrically driven liners each with a 70,000 gross tonnage.

In making the statement Chairman Lasker explained that he was not at liberty to disclose the names of those in the enterprise, but he added that they were among the best known financiers and shipping men in the United States. Their names, he said, "are household words."

The project has reached the stage where the plans for the ships, which are designed to exceed anything afloat, are under preparation, Chairman Lasker declared. If constructed these electrically driven vessels would exceed in size the Majestic of the White Star Line, the largest ship afloat, by 14,000 tons.

The vessels are designed to be 1,000 feet long and to be operated entirely by electric machinery. Chairman Lasker said that the project has been approved by the Shipping Board and that \$250,000 annually for preparing plans and blue prints and that marine engineers and naval engineering experts and architects are at work on details.

The project was started three months ago when the Shipping Board was first approached in regard to the plans for the new company. At that time Chairman Lasker was asked if there would be funds available for the company from the ship construction loan fund authorized by the Merchant Marine act of 1920.

Chairman Lasker informed the spokesmen for the company that the board had been authorized by Congress to set aside \$25,000,000 annually for this purpose and extended hope that if the ships were of an approved type the project would receive the support of the board.

One financier already has offered to subscribe \$5,000,000 as a nucleus for the company. As late as last week Chairman Lasker was informed that considerable progress has been made in getting together a nucleus of interested parties and that the project is being actively promoted.

There is an additional interest in the proposed company from the point of view of the Shipping Board because of the situation in regard to the steamships under the flag of the United States Line on the Atlantic. The Leviathan, the ex-German liner, and the American built President liners constructed after the war are to be offered for sale as soon as there is a decision on the ship subsidy question.

Depending on Subsidy Bill. Mr. Lasker said the project would be carried out if the men behind it had assurance that the ship subsidy legislation would go through. In making the announcement the chairman added that he wanted to emphasize the fact that the project must still be considered in the embryonic stage. He declared, however, he could vouch for the character and business capacity of the promoters.

Vessels of 70,000 tons would represent the most daring advance the shipping industry has seen. While the practical shipping men on the North Atlantic have predicted that the day of the 55,000 ton liners has passed and that there would be no need for another vessel of the proportions of the Majestic or Leviathan, the projected liners are to be 1,000 feet long, with accommodations for more than 3,000 passengers. The Majestic is 915 feet long and the Leviathan 907.

The most daring feature of the ships will be the electric motors, the power of which probably will be supplied by sets of Diesel engines or turbines. The Diesel electric drive has been utilized on ocean-going ships, but on none whose register is in excess of 20,000 tons. The cost of each of the two liners doubtless would be more than \$15,000,000.

Hotel men call the tax impractical, as it is impossible, they say, to tell where frugality ends and gorging begins. The law was enacted in line with the general demand by trade unions that luxuries be limited, and is one with the Prussian Government's policy to impose heavy taxes upon foreigners.

At the same time, there is a severe shortage of many delicacies. Oranges and oysters have disappeared from the menus in the cafes of Berlin, in spite of the fact that the oyster season has just opened. Protests from Portugal and Spain are expected to follow a recent proposal that a drastic embargo be placed upon all imports of foreign wines. The French also fear such a measure would seriously affect their exports.

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# RAIL HEADS SEE VICTORY WON, DENY STRIKE PARLEY. LABOR ASKS IMPEACHMENT

APPEAL TO BORAH

## Workers' Organization Would Promptly Impeach Daugherty and Wilkerson.

PLEA FOR BIG WALKOUT

## New Jersey Unions Representing 70,000 Men, Ask General Strike.

BOTH SIDES MAKE CLAIMS

## Roads Tell of Large Traffic Handled and Men Deery Statements.

Developments hereabout in the railroad strike situation yesterday were:

The Central Strike Committee wired Senator Borah demanding the impeachment of Attorney-General Daugherty and Federal Judge Wilkerson of Illinois for asking and issuing respectively an injunction "violating freedom of speech, assembly and the press."

The Central Labor Union of Hudson county, N. J., representing 70,000 workers, voted for a general strike throughout the United States as a protest against the Daugherty injunction. Other local labor organizations continued to urge holding a general strike conference of the American Federation of Labor.

The strikers declared Attorney-General Daugherty's action is worth \$2,000,000 to them in contributions in this district alone. They said it will enable them to hold out several months longer than they otherwise could have done. It was estimated that the assessment of one day's pay for each man promised by the Central Labor Council would average \$7.50 each from between 400,000 and 500,000 contributors.

Impeachment Plea to Borah. The telegram demanding the impeachment of the authors of the injunction was sent to Senator Borah because he is chairman of the Senate Committee on Labor and Education. Under the Constitution impeachment proceedings are initiated by the House of Representatives and are tried in the Senate. It is as follows:

"On behalf of 25,000 railroad shopmen on strike in the New York metropolitan district we urge upon you the immediate necessity for the impeachment of Attorney-General Harry M. Daugherty and Federal Judge Wilkerson. The Daugherty injunction against the striking railroad shopmen requested by the Attorney-General and issued by Judge Wilkerson constitutes a violation by high Government officials of the constitutional guarantees of American freedom and of specific Federal statute without precedent in the history of the nation.

"Soft words of interpretation spoken in high official quarters for the purpose of the injunction cannot mitigate the plain language and intent of the document. Nor can they wipe out the astounding admission of Attorney-General Daugherty in the press the day the order was issued that he would use the power of the Government to maintain the union shop.

"This injunction has not only violated freedom of speech, assembly and the press, but has made the Department of Justice and the Federal courts accessories to the crime of union smashing which a small group of railroad executives are seeking to perpetrate at the expense of the nation. Such conduct cannot and must not go unrebuked by an outraged people."

Appeal for General Strike. The resolution adopted by the Hudson county (Jersey City) Central Labor Union calls upon the A. F. of L. "immediately to set in motion the machinery which shall bring the full power of labor to bear in one grand national protest against the slavery conditions that are being imposed upon us, to call a national strike at the earliest possible date, in order that this warfare upon the American home may be brought to a free people be permitted to live in peace."

Railroading and connecting trades are Hudson county's greatest employers of labor. The local strike committee also wired Bert M. Jewell, national president of the shopmen, accusing the railroads of falsifying figures as to their ability to handle perishable freight—fruit, vegetables and milk, they assert, are held up and shipments to New York have "declined 30 per cent. in four weeks."

Opposed to this the executives gave out a statement showing reports from the Bureau of Agricultural Economics of the Department of Agriculture to prove shipments of fruit and vegetables this year compares favorably with last year.

TEAPOT DOME PROVES ITS OIL STRUCTURE

Crude Flow Found at Depth of 850 Feet.

CASPER, Wyo., Sept. 6.—The famous Teapot Dome Naval Reserve, over which there was so much controversy when the Government gave to the Sinclair Oil Company the right to develop it, became a proved oil structure to-day, when the Mammoth Oil Company, a subsidiary of the Sinclair, brought in a crude flow in strata at a depth of 850 feet.

Oil immediately rose 200 feet in the casing. No test has yet been made and the well probably will be carried down to a second wall of creek sand. According to its contract with the Government the Sinclair interests must put down eighty wells on Teapot.

Major John C. Church of the Port of New York and New York Harbor, who is a great body of men, he commented afterward, "Doing a great work. I told them to keep on functioning."

The three committees are: Public Utilities Fuel Committee, whose name implies its function, has John W. Leibel, Jr., vice president New York